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NEW YORK, THURSDAY, OCTOBER 5, 1893.

PRICE ONE CENT.

LAST EDITION VIGILANT IS AHEAD.

The New York Yacht Gets
Across the Starting
Line First.

WALKYRIE LOSES 32 SECONDS

Going to Leeward with Spinnakers
Out Before a Mild North-
west Breeze.

SLOW SAILING ON SMOOTH SEAS

"Evening World" Pigeons Re-
port the Progress of
the Race.

Vigilant is ahead and gaining all the

The start of the big yachts in the first of the races for the America's Cup was made at Sandy Hook Lightship at 11:25 A. M. Vigilant crossed the line first. Valkyrie lost 32 seconds of her time allowance by delay in getting across the line. The wind was very light from the north-northwest and the sea nearly as smooth as a millpond.

The start was to leeward. The yachts carried booms to port, with their huge spinnakers belled out to starboard. Each yacht carried every stitch of canvas that could be made to draw. Vigilant had up mainsail, clubtopail, spinnaker, jibforesail and large jibtop-sail. Valkyrie had the same cloth, with the exception of the jib.



THE AMERICA'S CUP.

Progress down the windward as slow, the first of the flood tide coming in against the yachts, and the wind being hardly strong enough to fill the sails. On both yachts the sails flapped continually.

The excursion boats crowded close upon the racers despite the warning whistles of the patrol boats. Valkyrie was so annoyed by these craft that her captain hung out a canvas placard warning them off.

Vigilant not only kept her lead after the start, but gained steadily all the time. The wind fell almost to a flat calm, and the yachts made very little headway.

FOLLOWING THE YACHTS.

"Evening World" Carrier-Pigeons

Bring News of the Race.

"The Evening World" sent a number of its carrier pigeons down the bay on the tug Mutual to bring in news of the race and the racers. The first bird released arrived at the loft at 9:15 A. M. with the following message:

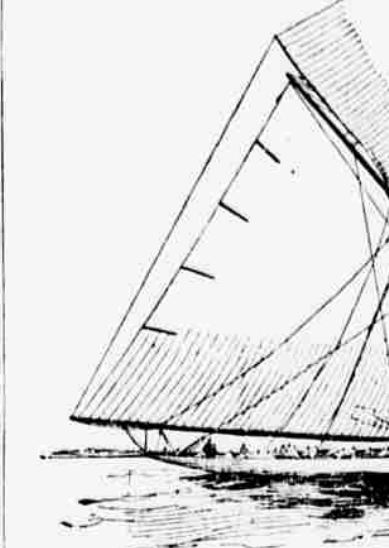
"Off Bay Ridge.

"The day of the first of the great international yacht races has come at last, and the absorbing popular interest taken in the event was demonstrated

by the unusual appearance of New York Harbor this morning.

"As early as 7 o'clock the expanse of water between the Battery and Bay Ridge was literally alive with craft of all kinds.

"Every available tug not engaged in regular business had evidently been secured for the occasion, and innumerable parties of early excursionists were already on their way down the bay to get a look at the cup-defender Vigilant.



VIGILANT, THE CUP DEFENDER.

and her staunch rival, Valkyrie, as they lay at anchor off the Atlantic Club-house, at Bay Ridge, before starting out for the first day's struggle.

"The New York Yacht Club tug Lockwood left pier 3, E. R., at 8:30 o'clock and went down the bay with the Regatta Committee on board. She was to see to laying out the course and marking turning point.

"It was thought at that hour that if the wind held the yachts would have to start with a run of fifteen miles to leeward, in a southeasterly direction, and beat home to the windward.

"The racing yachts both left their anchorage at Bay Ridge early—Vigilant at 7:30 and Valkyrie at 7:50.

The second message read as follows:

"Off Norton's Point.

"Both of the contestants got away from Bay Ridge before the big fleet of steam and sailing vessels had fairly started on its way down the city.

"There were fifty or more yachts on hand, however, to see them get off, and as they each left the anchorage they were saluted from the Atlantic Yacht Club house, which was handsomely decorated with colored bunting, the yacht-club ensign of the Royal Yacht Squadron of England, and the Stars and Stripes with the cable and anchor being draped over the main entrance.

"On Vigilant, which had the start of her rival, were Mr. Iselin, one of her owners; Mr. Willard, a famous amateur sailor; Capt. Nat. Herreshoff, the yacht's designer; and Capt. Hansen and his assistant, Capt. Terry.

"Charles Kerr, brother-in-law of Lord Dunraven, was also aboard.

"The big and handsome Tobin-bronze centerboarder looked every inch a winner as she glided majestically along, her delicately tapering mast and spars towered away above the rigging of the other yachts in the vicinity.

"Valkyrie started a quarter of an hour later, and looked a formidable rival, considering her time allowance of one minute forty-eight seconds, which was something hard for even Vigilant to overcome.

"Her masts and spars were noticeably heavier and more substantial-looking than those of her rival, but at a little distance, and from a broadside view, her lines and general appearance were not unlike those of the white-hulled cup-defender.

"On Valkyrie, besides Lord Dunraven and Designer Watson, were Salimaker Ratsey and Archibald Rogers, who represents the New York Yacht Club; Capt. Cranfield runs things aboard Valkyrie today.

"Neither of the racers attempted to set any of their sails before they passed through the Narrows."

The third message by carrier pigeon was received at 11:25 A. M., as follows:

"Off Rockaway Shoals, outside the Narrows.

"Contrary to expectations, there was very little wind. It was found that the breeze had died out to a faint zephyr and the surface of the lower bay was almost like a millpond.

"A few sailing vessels were drifting about at 10 o'clock with their sails flapping, and the long-rolling ground swell began to be felt.

"The haze which hung over the water seemed then to be thickening, and although it was brighter overhead the sun showed no signs of coming out.

"The sailing yachts which had been left at the Bay Ridge anchorage when the two cup racers left were evidently in for lots of trouble in getting to the Lightship in time to see the start.

"If the race continue as they were at 10 o'clock, it is pretty sure to be a drifting match, with the chances against the yachts finishing within the six-hour limit.

"In expectation of a great gathering of yachts and excursion boats at the start, and the possibility of their interfering with the racers, ample provision had been made by the Regatta Committee for patrolling the course.

"Superintendent of Police Byrnes, with Inspector Williams and a force of men, are down aboard the sailing steamboat Aurora, and will aid the tug of the Committee in keeping the course clear. There are half a dozen of the last-named boats, and all fly the signal of the New York Yacht Club.

"Commander E. D. Morgan's flagship May with the Cup Committee aboard did not leave the anchorage at Bay Ridge until nearly an hour after the racers had gone down the bay.

"Most of the sailing yachts that could

secure tows were being towed down to the starting point at 10:15."

The fourth message, which was received at 12:15, was as follows:

"Off Sandy Hook Lightship.

"Both of the racers have arrived off the Lightship and are getting in trim for the start.

"Just after passing out beyond the Scotland Light they cast off their tow lines and hoisted mainsail, jib and top-sail.

"The morning was hazy along North and East River shores when men and women turned out, two hours before they usually cease dreaming, but before the excursion steamers started it began to clear, and all were accordingly enthusiastic. Many carried field-glasses, but more depended on their unaided eyes.

There were a few amateur photographers on hand, of course, but not so many as there are usually on such occasions, for it was feared the air would not be clear enough for amateur photography.

The only people out ahead of yachting enthusiasts were the street peddlers with armfuls of Capt. Sumner's official guide, which were sold like hot cakes in January.

Those who were so fortunate as to be members of the New York Yacht Club or the have invitations from members, were on hand early to board the steamboat St. Johns, at the foot of Reeser street. The St. Johns had been chartered by the Club, and arrangements were made to entertain 500 persons. There were at least that many on board when she left the dock at 9:5.

The steamboat floated the yacht club colors, and carried enough bunting to decorate a street on the Fourth of July. There were enough ladies to give the party charm, but by far the greater number were gentlemen. The House Committee profited by experience during the trial races, and instructed the caterer to be certain that there would be nothing lacking at luncheon time. Before the boat started he said he was

"None of the signals agreed upon in case of a postponement has yet been displayed on the flagship May, and it is quite evident that the start will be made as near as possible to the time agreed upon.

"It is still somewhat hazy, and the wind is very light.

"The big fleet of excursion steamers and tugs has arrived, and the ocean is

doled with all sorts of vessels, most of them making a liberal display of bunting.

Message No. 5, received ten minutes later, read:

"A red ball has just been hoisted on the flagship May and the preparatory gun fired.

"Both yachts have put about and are making for the starting line between the May and the Lightship.

"It looks as if Vigilant would be first across."

"As soon as the preparatory gun was fired the tugs and excursion boats began crowding in on the racers."

The sixth message read:

"The racers are off.

"Vigilant crossed the line first. The official time has not yet been ascertained.

"Valkyrie did not get the full benefit of a puff of wind that came up just as the start was signalled, and was slow in getting across."

Message No. 7 was as follows:

"As the race was begun, with the firing of the starting gun at 12:25, Valkyrie lost thirty-two seconds of her time allowance by delay in getting over the line.

"Almost as soon as the yachts got over the line, the little puff of wind which had given them the start died out, and a drifting match began, in which Vigilant seemed to have a slight advantage.

"Both boats moved so slowly that the gain was hardly noticeable.

"After setting their spinnakers both yachts unstrapped their hullion jibs, and a drifting match began, in which Vigilant seemed to have a slight advantage.

"Valkyrie hauled the big fleet of tugs, excursion steamers and yachts which came up so close that Lord Dunraven's sailors hung out a big white strip of canvas on which was printed:

"KEEP FURTHER ASTERN."

"Valkyrie's hullion jib is much smaller than that of Vigilant, which stands out like an enormous tent."

The excursion boats crowded close upon the racers despite the warning whistles of the patrol boats. Valkyrie was so annoyed by these craft that her captain hung out a canvas placard warning them off.

Vigilant not only kept her lead after the start, but gained steadily all the time. The wind fell almost to a flat calm, and the yachts made very little headway.

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the yacht race, or else regretting that for the day they must be land lubbers.

The halliwick of the longshoremen and truckmen was taken possession of by people dressed in the height of yachting fashion and talking Jack Tar lingo that would make the real Jack Tar scold.

It is estimated that 2,000 lovers of a yacht race went down the bay this morning on all manner of craft that were seaworthy, which, with those who will strain their eyes from Staten Island's shore, will form an audience such as never before witnessed a contest of sails.

The morning was hazy along North and East River shores when men and women turned out, two hours before they usually cease dreaming, but before the excursion steamers started it began to clear, and all were accordingly enthusiastic. Many carried field-glasses, but more depended on their unaided eyes.

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OFF SANDY HOOK LIGHT TO-DAY.



And the Eyes of Two Nations Are Watching the Race.

HALF A MILLION SHORTAGE.

Prayer Insists This is the American Steam Boiler Figure.

Settlements Made with Persistent Stockholders.

Lawyer Eugene Prayer, of 32 William street, who found the account of the American Steam Boiler Insurance Company \$500,000 short on the report filed in December, 1892, to-day that no one had yet been arrested or charged with the theft.

"There is half a million shortage," he said, "for which some one must answer. When the American Steam boiler Company gave up business in 1892, and the officers went to Baltimore and there found the Baltimore American Casualty and Insurance Company, the stockholders of the New York Company, wanted an immediate investigation. They were put off, however, by the managers of the American Company.

Three stockholders, however, continued to clamor, and they were rewarded for their persistence. The managers of the company, not wanting an investigation, bought their stock.

One of the gentlemen, Mr. P. O. Matthews, of Matthews & Welch, sugar and confectionery business, threatened to direct him to bring immediate suit. This was too hot for the managers, and they not only bought his stock, but also paid his lawyers' fees.

Another stockholder, Mr. Henry J. Turner, also a sugar business, pressed so hard that they paid him cash for his stock without any further ado.

"I am not at liberty to say anything about bringing these men to justice, as the stockholders are not as yet satisfied proof of any one's criminality."

It is claimed by some persons that the depreciation of the company's stock is the cause of the deficit, but though this is partly true it is not entirely so. The depreciation is small compared with the half million deficit. It has been reported that a manager said that his report is "scandalous, libelous and untrue."

Mr. Prayer said the real managers of the company were Vice-President Midgeley and Secretary Schenck.

TWO KILLED BY FALLS.

Little Maggie Dropped from a Fourth-Floor Window.

Maggie McGinnis, one year old, of 40 East One Hundred and Twenty-fifth street, fell from the fourth story window at her home at noon today and was instantly killed.

Hughes Burke, a domestic, fifty-three years old, while cleaning windows at 5 West Thirty-ninth street this morning, fell from the third floor to the yard and died before an ambulance arrived.

TRIED TO BURN A WOMAN.

Locked Her in a Closet and Set Fire to the House.

CAMDEN, N. J., Oct. 5.—Oscar Severin, in a drunken frenzy this morning brutally beat his housekeeper, Lydia Smith. He locked her up in a closet and set fire to the house by setting fire to the carpet.

The house was discovered in time and the woman was rescued.

There was some talk of lynching the man. He was arrested and taken to jail handcuffed.

SUPT. BYRNES INJURED.

He Will Probably Be Laid Up for Several Days.

Police Superintendent Byrnes was not in command of the police last night at the yacht race today, but his absence caused much surprise, as it was known that he was to personally direct the work of the police during the race.

The Superintendent fell in his home in fifty-eighth street yesterday evening and sustained a severe scalp wound, which will be laid up several days.

DEATH IN BARRACKS.

Thirty-nine Russian Soldiers Perish by Smoke and Flame.

Fire Supposed to Have Been Set by One of the Regiment.

Infantry Quarters at Roslavl, Province of Smolensk, Burned.

ST. PETERSBURG, Oct. 5.—The Newshy Infantry barracks at Roslavl, province of Smolensk, were burned last night.

The fire was discovered shortly after 10 o'clock by a non-commissioned officer. Before all the men could be aroused the flames had spread through most of the building.

About 60 men ran out in their night clothes, of sixty who were driven to the roof and obliged to jump for their lives, eleven were killed and eight were injured so severely that they will die.

Twenty-three men and five non-commissioned officers were overcome in the halls or rooms by the smoke and heat, and were burned to death.

Many other soldiers are missing, but it has been impossible as yet to learn whether their bodies are in the ruins or they are merely injured and are being cared for by friends in the town.

The fire is believed to have been set by a member of the regiment, as it spread more rapidly than would have been possible under ordinary circumstances.

DEVENS BOOKED FOR ELMIRA.

But Judge Marine Was Reluctant in Sending Him There.

In disposing of the case of Joseph P. Devens, the seventeen-year-old youth who swindled Austin, Nichols & Co. out of \$20,000 worth of diamonds, by pretending to have been sent for them by a member of the firm, Elmira, N. Y., Judge Marine showed much reluctance to send him to Elmira for his trial.

"I have heard a great deal of late of certain officers and managers named in the Elmira reformatories, and I think there should be some ground for the institution to send such offenders to some place other than Elmira, if I don't know, but I think I shall send him to the Elmira reformatory."

Devens had pleaded guilty to grand larceny in the second degree. Judge Marine said he would send him to Elmira for his trial.

O HELP GET A SENATE QUORUM.

ST. HILL Proposes an Amendment to the Rules.

WASHINGTON, Oct. 5.—The Senate has today held its first session since the adjournment of the last session, and the Senate is in session with a quorum.

The only thing done in the session was a notice given by Mr. Hill (Conn.) that he would bring an amendment to the rules so that when the Senate is in session with a quorum, the fact shall be entered on the journal and the Senate shall be required to remain in session for the purpose of making a quorum.

STABBED TWO FRIENDS.

Andrew Sullivan, of 70 West street, was held to answer for the